

*Taxi/idle (in)* means those aircraft operations involving taxi and idle between the time of landing roll-out and final shutdown of all propulsion engines.

*Taxi/idle (out)* means those aircraft operations involving taxi and idle between the time of initial starting of the propulsion engine(s) used for the taxi and the turn onto the duty runway.

[Doc. No. 25613, 55 FR 32861, Aug. 10, 1990; 55 FR 37287, Sept. 10, 1990, as amended by Amdt. 34-3, 64 FR 5558, Feb. 3, 1999]

#### § 34.2 Abbreviations.

The abbreviations used in this part have the following meanings in both upper and lower case:

CO Carbon monoxide  
EPA United States Environmental Protection Agency  
FAA Federal Aviation Administration, United States Department of Transportation  
HC Hydrocarbon(s)  
HP Horsepower  
hr Hour(s)  
H<sub>2</sub>O water  
kg Kilogram(s)  
kJ Kilojoule(s)  
LTO Landing and takeoff  
min Minute(s)  
NO<sub>x</sub> Oxides of nitrogen  
Pa Pascal(s)  
rO Rated output  
rPR Rated pressure ratio  
sec Second(s)  
SP Shaft power  
SN Smoke number  
T Temperature, degrees Kelvin  
TIM Time in mode  
W Watt(s)  
°C Degrees Celsius  
% Percent

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#### § 34.3 General requirements.

(a) This part provides for the approval or acceptance by the Administrator or the Administrator of the EPA of testing and sampling methods, analytical techniques, and related equipment not identical to those specified in this part. Before either approves or accepts any such alternate, equivalent, or otherwise nonidentical procedures

or equipment, the Administrator or the Administrator of the EPA shall consult with the other in determining whether or not the action requires rulemaking under sections 231 and 232 of the Clean Air Act, as amended, consistent with the responsibilities of the Administrator of the EPA and the Secretary of Transportation under sections 231 and 232 of the Clean Air Act.

(b) Under section 232 of the Act, the Secretary of Transportation issues regulations to ensure compliance with 40 CFR part 87. This authority has been delegated to the Administrator of the FAA (49 CFR 1.47).

(c) *U.S. airplanes.* This Federal Aviation Regulation (FAR) applies to civil airplanes that are powered by aircraft gas turbine engines of the classes specified herein and that have U.S. standard airworthiness certificates.

(d) *Foreign airplanes.* Pursuant to the definition of "aircraft" in 40 CFR 87.1(c), this FAR applies to civil airplanes that are powered by aircraft gas turbine engines of the classes specified herein and that have foreign airworthiness certificates that are equivalent to U.S. standard airworthiness certificates. This FAR applies only to those foreign civil airplanes that, if registered in the United States, would be required by applicable Federal Aviation Regulations to have a U.S. standard airworthiness certificate in order to conduct the operations intended for the airplane. Pursuant to 40 CFR 87.3(c), this FAR does not apply where it would be inconsistent with an obligation assumed by the United States to a foreign country in a treaty, convention, or agreement.

(e) Reference in this regulation to 40 CFR part 87 refers to title 40 of the Code of Federal Regulations, chapter I—Environmental Protection Agency, part 87, Control of Air Pollution from Aircraft and Aircraft Engines (40 CFR part 87).

(f) This part contains regulations to ensure compliance with certain standards contained in 40 CFR part 87. If EPA takes any action, including the issuance of an exemption or issuance of a revised or alternate procedure, test method, or other regulation, the effect of which is to relax or delay the effective date of any provision of 40 CFR